THE MINISTER OF FINANCE (SHRI P. CHIDAMBARAM): (a) and (b) The United Bank of India has reported that it closed down 5 non-viable branches in 2000-01 in the hill districts of Manipur. It also merged its Regional Office at Imphal with the adjacent Cachar region at Silchar, under the scheme of Reconstruction Plan of Weak Banks which was approved by the RBI and the Government. A Coordinating Office continues to function in Manipur, for monitoring its branches.

(c) As per the extant policy, the Board of Directors of the banks can decide on the policy and strategy for setting up new branches. It is left to their discretion to identify the locality/centre for opening new branches taking into account their annual business plan, growth/potential for business at the new centres, etc. The United Bank of India which is the lead bank for all the nine districts of the State and also the convenor of the State Level Bankers' Committee (SLBC) has further reported that it has drawn up district-wise Annual Credit Plans for the year 2004-05 of Rs. 60.50 crores for lending to the priority sector. Efforts are being made to enhance the reach of institutional credit through Kisan Credit Cards (KCCs), Self Help Groups (SHGs), Government sponsored schemes, etc.

Growth prospects of Civil Aviation sector

*314. DR. KARAN SINGH: Will the Minister of CIVIL AVIATION be pleased to state:

(a) the number with names of the public sector and private sector airlines in the country with economic viability;

(b) whether a number of private carriers (East West Airlines) are waiting in the wings for clearance and licence to fly; and

(c) the status of domestic civil aviation sector with growth prospects in the next five years with names of likely players and share?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) There are three schedule airlines in the public sector, namely (i) Air India Ltd. (ii) Indian Airlines Ltd. and (iii) Airlines Allied Services Ltd. (Alliance Air) and three Scheduled Airlines in the private sectors namely Jet Airways Pvt. Ltd., Sahara Airlines Ltd., (Air Sahara) and Deccan Aviation Pvt. Ltd. (Air Deccan) Besides this, there is one scheduled cargo airline in private sector, namely Blue Dart

Aviation Pvt. Ltd. There are also 37 non-scheduled airlines in the country. The List is given in the Statement-I (*See* Below). As per Civil Aviation Requirement (CAR) for scheduled and non-scheduled airlines in private sector, the economic viability of the applicant is one of the factors that is taken into consideration for granting "No Objection Certificate" (NOC). As regards, the economic viability of the operations, it depends on the market forces and the operators own commerical judgement.

(b) Presently three airlines have been given NOC for scheduled air transport services namely (i) Royal Airways Ltd., (ii) Jagson Airlines Pvt. Ltd. and (iii) Inter Globe Aviation Pvt. Ltd. However, they are yet to get operating permit from DGCA.

At present 3 applications for granting NOC for scheduled air transport services (including that of M/s East West airlines) and 5 applications for NOC for non-scheduled air transport services have been received.

(c) The present status of domestic civil aviation sector is given in Statement II (*See* below). Total Scheduled domestic passenger traffic during 2003-04 was 14.79 million. The market share of various domestic airlines during 2003-04 is also shown in Statement-II (*See* below). As regards the growth prospects of domestic civil aviation sector in the next five years, various committees set up by Ministry of Civil Aviation in the past had observed that domestic scheduled passenger traffic is likely to grow at the rate of 5% in the 10th Five Year Plan period (2002-2007).

Statement—I

Non-Scheduled Airlines in the Country

1. Ace Airways Pvt. Ltd.
2. Aerial Services
3. Ahmedabad Aviation Academy
4. Airworks India (P) Ltd.
5. Asia Aviation Ltd.
6. Azal India Pvt. Ltd.
7. Bharat Hotels Ltd.
8. Bilakhia Holding Pvt. Ltd.

9. Century Textiles and Industries Ltd.
10. Deccan Aviation
11. Escorts Ltd.
12. Enbee Aviation Ltd.
13. East India Hotels
14. Govt. of Jammu and Kashmir
15. Himalayan Heli Services Pvt. Ltd.
16. HAL Rotary Wing Academy
17. India International airways
18. Indo pacific Aviation
19. Jagson Airlines
20. Mesco Airlines Ltd.
21. M.P. Flying club Ltd.
22. Orient Flying School
23. Pawn Hans
24. Prem Air
25. Rajputana Aviation Academy (P) Ltd.
26. Raymond Ltd.
27. Reliance Transport Travels Ltd.
28. RC Aviation India Pvt. Ltd.
29. Sahara India Airlines
30. Span Air Pvt. Ltd.
31. Taj Air Ltd.
32. Taneja Aerospace and Aviation Ltd.
33. Tata Tea Ltd.
34. Trans Bharat Aviation
35. U.B. Air
36. United Helicharters Pvt. Ltd.
37. Vidyut Travel Services.

Statement—II

Present States of domestic Civil Aviation Sector

Scheduled Domestic Passenger Traffic during last 6 years

Sl. No.	Year	Passengers Carried (millions)	Annual Growth Rate (%)
1	1998-99	11.34	—
2	1999-00	11.95	5.4
3	2000-01	12.95	8.4
4	2001-02	12.13	-6.3
5	2002-03	13.23	9.1
6	2003-04	14.78	11.7

Compounded annual growth rate during last 5 years = 6.4%

Market Share of Various Scheduled Airlines in Domestic Scheduled Passenger Traffic in the year 2003-04

Sl. No.	Airlines	Passengers Carried (in Lakhs)	Maket Share (%)
1	Indian Airlines (including Alliance Air)	58.08	39.3
2	Jet Airways	68.98	46.7
3	Sahara Airlines	19.24	13.0
4	Air Deccan	1.49	1.0
	Total	147.79	100.0

Village tourism in Tamil Nadu

*315. SHRI R. SHUNMUGASUNDARAM: Will the Minister of TOURISM be pleased to state:

(a) the steps being taken to promote and publicize village tourism in Tamil Nadu; and